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Information

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CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

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S-E-C-R-E-T

COUNTRY USSR (Krasnoyarsk Kray)

REPORT

SUBJECT Port of Igarka

DATE DISTR. 24 February 1956
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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

1. [redacted] 25X1
[redacted] areas east and west of Karskiye Vorota [redacted] were restricted, presumably because of danger of mines. [redacted] 25X1

[redacted] It was cold, three 25X1
to four degrees below zero, alternately cloudy and clear, with a slight wind, 25X1
and a calm sea. On the stretch from about N 70°, E 45° to about N 70°, E 55°, 25X1 25X1
signals from one, or perhaps two, Consol stations were heard on two occasions.
Transmission was taking place on frequencies of 309 kilocycles and 340 kilocycles.
The station (s) did not transmit an identification signal, only dots and dashes.
The signals were heard at a strength of five but it was not possible to take a 25X1
bearing on them since they had the same strength in all directions.

2. In all, 18 oil tanks were observed in the area north of Dudinka. [redacted] 25X1
[redacted] There was a small pier on the river bank below the tanks. Four pipe-
lines extended from the tanks down to the pier. [redacted] 25X1
Three narrow lattice-work towers with two searchlights on each were observed
near the tanks. The design of the towers bore no resemblance to ordinary oil
derricks, and [redacted] it is out of the question that the towers 25X1
were being used for drilling purposes. On 21 September, three merchant ships,
each about 2,000 to 3,000 DWT, were observed at quayside in Dudinka. [redacted] 25X1
[redacted] Three barges, one tug, and one fishing vessel were 25X1
observed at anchor near the east bank of the Yenisey River just south of the
mouth of the Dudinka River. [redacted]

3. Four antenna towers, 16 to 20 meters high, were observed on the east side of the
Yenisey River just before the Igarka Harbor entrance. The towers were situated 25X1
in a square in relationship to each other and there was a single-story frame

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STATE	X	ARMY	X	NAVY	Ev	X	AIR	X	FBI		AEC						
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(NOTE: Washington distribution indicated by "X"; Field distribution by "#")

25X1

S-E-C-R-E-T

25X1
25X1

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building 10 to 15 meters away. On the northeast side of the side channel, about 500 to 700 meters from the first antenna towers, stood four other towers, exactly like the first ones, and with a single-story frame building nearby. (A on sketch No. 1.) In the side channel, a little in from the towers last mentioned, five oil tanks were observed. (See [redacted] B on sketch No. 1.) An oil barge was observed in the Yenisey River just off the side channel to Igarka, on 22 September. It came out from the direction of Igarka and dropped anchor in the Yenisey right off the cluster of houses on the west side of the river opposite the island of Igarka. [redacted] Located in from the oil tanks was a coal pile from which a chute ran down to the river. There was a pontoon arrangement in the river to which vessels could moor. On one occasion a freighter of about 1,500 DWT, half loaded, was observed moored at the pontoons. [redacted]

25X1

25X1

25X1

25X1

See C on sketch No. 1. [redacted] There was a ferry quay between the coal pile and the lumber quay. A large river ferry boat was laid up here. The stevedores who worked on the vessels which were loading lumber in the anchorage out in the side channel came out from this ferry boat in a motor boat; it is likely that they lived aboard it. The ferry boat was lighted up the clock around. Each evening a large river ferry boat came and moored to the ferry quay. (See E on sketch No. 1.)

4. On the hill crest above the ferry quay there was a large, new, two-story frame building with a signal mast on a tower on the roof. Right nearby lay a second, older and smaller building which also had a mast on the roof. In the bay northwest of the lumber quay lay a tugboat of an estimated 700 to 1,000 tons and two smaller tugs. They were all motor driven and had modern lines. These vessels were out of the harbor now and again but returned and moored at the same place. The lumber quay was about 2,000 feet long. Three high, brick smokestacks were observed southeast of the lumber quay; behind these were several stayed steel tube smokestacks. (See F and G on sketch No. 1.)

5. At the seaplane base there was a wooden haul-out ramp which led up from the water to the buildings on land. East of the ramp there was a high mast with a wind sock. Between the latter and the end of the ramp there was a fairly large building with a tower on which was a short mast which also had a windsock. On 22 September, two flying boats lay moored in buoys on the river and stern-moored to the land. No plane was on or near the ramp. On 1 October, three flying boats were observed on land to the left of the end of the ramp and there was a twin-engine plane to the right of the ramp. No planes were on the river. The flying boats were all of the same type, i.e., twin-engine, gull-winged planes resembling Catalinas. The twin-engine plane to the left of the ramp was high-winged with a support for floats under each wing, but the floats were not mounted. It had a single tail fin and rudder, and an angular body. (See [redacted] "d" on sketch No. 1.)

25X1

6. The airfield on the island of Igarka could not be observed from the bridges of the vessels on the river. But it was possible to see the lights on the field at night from the top of the mast on [redacted] ship. One runway extended in an approximately northeast-southwest direction. At each end of the runway a pole with several red lights was observed. The control tower stood on the east side of the runway. Atop it was a white light above a green one. Two red lights approximately in the positions indicated on sketch No. 2 were also observed. It is possible that these marked the ends of a second runway. There were no lights to be seen along the runway. A twin-engine plane which came in for landing lighted up the runway with three strong landing lights which were placed side by side under the fuselage of the plane. On the shore, in line with the runway (at H on sketch No. 1), were two approximately two meter high poles with a round sign at the top. The sign was painted with alternating yellow and black circles, and around in the circles there were luminescent reflectors. The following flights in and out were noted:

25X1

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25X1

S-E-C-R-E-T

25X1
25X1

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- a. Every morning at 0800 (local time) departure
- b. Sporadically at 1200 (local time) departure
- c. Sporadically at 1200 (local time) arrival
- d. Every afternoon at 1500 (local time) arrival
- e. Sporadically at 1800 (local time) arrival and/or departure

On one occasion, as mentioned above, a plane landed at night.

7. On several occasions a helicopter was observed over the harbor. The first time was on 30 September. It circled over Igarka [redacted] It was red in color, had one rotor, a stabilizer at the end of a long slender tail, three black thin rods that extended out from the tail, and three or four wheels under the fuselage. The motor droned evenly and quietly. (See sketch No. 3.)

25X1
25X1

8. The inspection commission came aboard from a tug as [redacted] ship lay at anchor outside the entrance to Igarka. It consisted of:

25X1

- a. An officer in a brown uniform with gold shoulder boards with one large star;
- b. An officer in the same kind of uniform with three small stars;
- c. Four soldiers in brown uniforms but with gray uniform coats;
- d. A woman health inspector wearing civilian clothes;
- e. A radio sealer in a dark blue uniform jacket without insignia; and
- f. A male Inflat representative in a dark blue coat with a uniform cap.

The crew was assembled in the crew's mess where passports were checked. The cabins, the engine rooms, and the rest of the ship were searched, but not particularly thoroughly, while the crew sat assembled. One of the ship's crew went along on the search. The barges which came with lumber had guards aboard but they were never thoroughly searched.

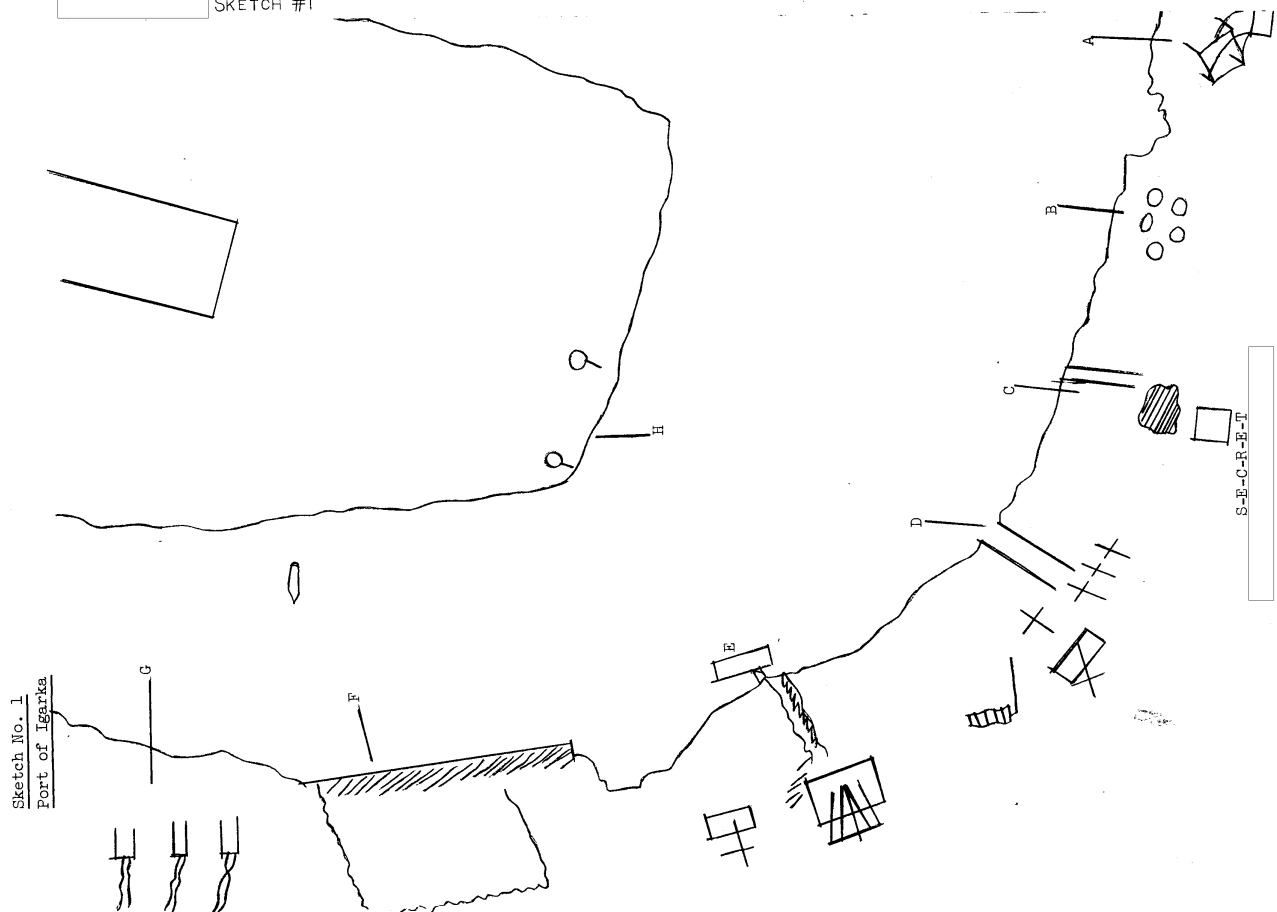
25X1

S-E-C-R-E-T

25X1

29N USSR ASIATIC RSFSR KRASNOYARSK KRAY IGARKA 67 30 N 86 35 E
 PORT AREA. A. 4 ANTENNA TOWERS. B. 5 OIL TANKS. C. COAL PILE AND CHUTE.
 D. HAUL-OUT RAMP AT SEAPLANE BASE. E. FERRY
 QUAY. F. LUMBER QUAY. G. 3 TALL, BRICK SMOKESTACKS. H. SIGNAL POLES FOR AIRFIELD RUNWAY. SEE REPORT
 FOR FURTHER DESCRIPTION. SECRET/NOFORN
 SKETCH #1

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S-E-C-R-E-T

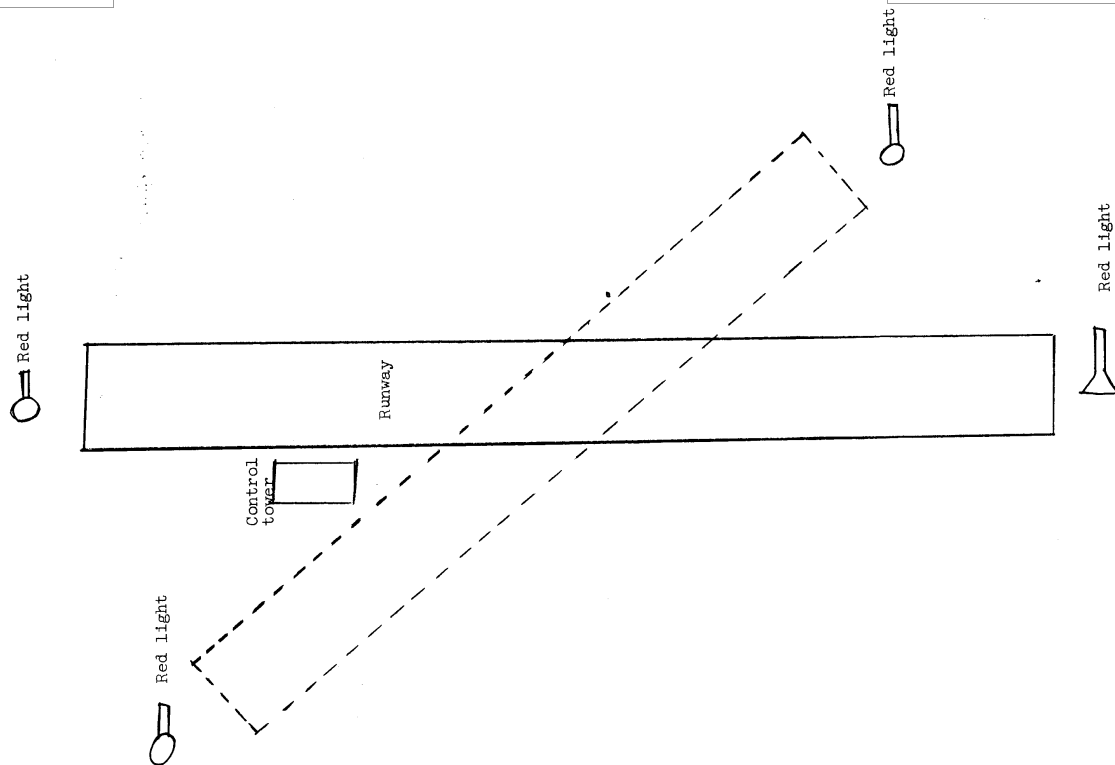
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Sketch No. 2

Airfield on Igarka Island

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29N USSR ASIATIC RSFSR KRASNOYARSK KRAY IGARKA 67 30 N 86 35 E
AIRSTRIP ON IGARKA ISLAND. SEE REPORT FOR FURTHER DESCRIPTION. SECRET/NOFORN
[redacted] SKETCH #2



Red light
S-E-C-R-E-T

25X1
25X1

25X1

25X1

25X1

S-E-C-R-E-T

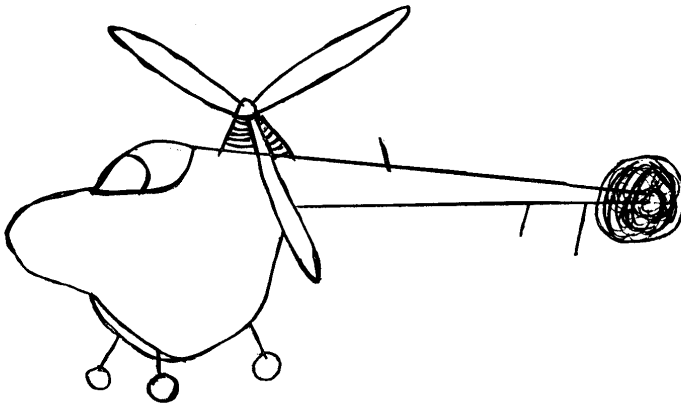
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25X1

Sketch No. 3

Helicopter over Igarka



S-E-C-R-E-T

NOFORN

25X1